Reference Code of Application: DA/24/985

KENT COUNTY COUNCIL

TOWN AND COUNTRY PLANNING ACTS
TOWN AND COUNTRY PLANNING (DEVELOPMENT MANAGEMENT PROCEDURE) (ENGLAND) ORDER 2015
TOWN AND COUNTRY PLANNING GENERAL REGULATIONS 1992 (as amended)

NOTIFICATION OF GRANT OF PERMISSION TO DEVELOP LAND

To: KCC Major Capital Programmes
c/o Arcadis
Suite 4D
Hodge House
114 – 116 St Mary Street
Cardiff
CF10 1DY

TAKE NOTICE that the KENT COUNTY COUNCIL, the County Planning Authority under the Town and Country Planning Act, HAS GRANTED PERMISSION for development of land situated at Land through the chalk spine under the B255 Bean Road, Bluewater Shopping Centre and Eastern Quarry, Dartford, Greenhithe, Kent DA9 9ST and being new tunnel and associated road works for bus, cycling and pedestrian access to the east of Bluewater Shopping Centre, to link the Eastern Quarry, being developed as part of Ebbsfleet Garden City, and Bluewater shopping centre through a chalk spine which separates the two former quarries, referred to within the application for permission for development dated 15 July 2024, received on 15 July 2024, as amplified and amended by details referred to in the attached Schedule 1, SUBJECT TO THE FOLLOWING CONDITIONS:

IMPORTANT – IN RESPECT OF PLANNING REQUIREMENTS, CONDITION NOS. 4, 5, 6, 7, and 8 MUST BE COMPLIED WITH OR DISCHARGED PRIOR TO THE COMMENCEMENT OF THE DEVELOPMENT. THE DEVELOPMENT MAY NOT LEGALLY COMMENCE AND IN RESPECT OF PLANNING LEGISLATION, OPERATIONS ON SITE MAY NOT LEGALLY OCCUR UNTIL THESE CONDITIONS AND THE DEEMED BIODIVERSITY NET GAIN PLAN CONDITION REQUIREMENTS HAVE BEEN SATISFIED.

Time Limits for commencement

1. The development to which this permission relates must be begun not later than the expiration of 3 years beginning with the date on which this permission was granted;

Reason: In pursuance of Section 91 of the Town and Country Planning Act 1990 (as amended).

The details and drawings subject to which the planning permission is granted

2. The development hereby permitted shall be carried out only in accordance with the details, plans and specifications referred to in the attached schedule and/or as otherwise approved pursuant to this permission and there shall be no deviation from these without the prior approval of the County Planning Authority;

   Reason: For the avoidance of doubt and to maintain planning control over the development.

3. The development shall be carried out in accordance with the Bean Tunnel Ecological Method Statement for vegetation clearance document Ref: 10044832-ARC-00-ZZ-RP-EC-0010-01-MS Revision: 01 dated July 2024; the Bean Tunnel Ecological Impact Assessment document Ref: 10044832-ARC-00-ZZ-RP-EC-0010-01-EcIA Revision: 01 dated June 2024, and the Bat Survey Report ref. 6511-LLB-RP-EC-0001 Rev P03 dated 12 July 2024 (in respect of the recommendations in relation to the application area), as amended by the DFL Bean Tunnel Technical Note doc ref 1551 DFL ELG XX RP EO 13001 P01 dated 15/12/24 and covering Arcadis memo received 11/12/24, unless otherwise approved in writing by the County Planning Authority, including but not limited to:

   a) implementation of species mitigation (including precautionary), compensation and monitoring including measures to secure and implement a European Protected Species Mitigation Licence from Natural England;
   b) in relation to mitigation of construction lighting in relation to bats;
   c) arrangements in relation to operational lighting design and lighting levels, including dimming requirements.

   Reason: For the avoidance of doubt, to maintain planning control over the development and in relation to biodiversity matters.

Pre-commencement conditions

4. **Prior to the commencement of the development** a Habitat Management and Monitoring Plan (HMMP) shall be submitted for the approval of the County Planning Authority. Unless otherwise agreed in writing with the County Planning Authority, the HMMP shall be submitted at the same time as the Biodiversity Gain Plan and shall include:

   a) a non-technical summary;
   b) the roles and responsibilities of the people or organisation(s) delivering the HMMP;
   c) the planned habitat creation and enhancement works, including the timing of the works, to create or improve habitat to achieve the required biodiversity net gain in accordance with the Biodiversity Gain Plan;
   d) the management measures to maintain habitat in accordance with the Biodiversity Gain Plan for a period of at least 30 years from the date of completion of development;
   e) the monitoring methodology and frequency in respect of the created or enhanced habitat.

   Reason: In order to secure the delivery of the biodiversity net gain, to create and enhance habitats for biodiversity net gain and to manage and monitor biodiversity net gain, a Habitat Management and Monitoring Plan is required, for at least a 30 year period.

Reason for prior to commencement condition: In order to ensure that the actions needed to create and enhance habitat are undertaken at the earliest opportunity in order to achieve the biodiversity gain and in order to secure compliance with the approved Biodiversity Gain Plan (including the implementation of any habitat creation and enhancement works or their maintenance for at least a 30-year period). As the Biodiversity Gain Plan is a prior to commencement requirement it is appropriate to consider the HMMP at the same time as the Biodiversity Gain Plan.

5. **Prior to the commencement of the development**, hereby permitted, a **Construction Management Plan (CMP)** shall be submitted for the approval of the County Planning Authority and thereafter shall be implemented as approved for the duration of construction operations. The Construction Management Plan shall include as a minimum the following details:

   a) Routing of construction and delivery vehicles to / from site;
   b) Parking and turning areas for construction and delivery vehicles and site personnel, including supporting vehicle tracking/swept paths;
   c) timing of deliveries, avoiding network and school peaks where possible;
   d) Provision of wheel washing facilities and the measures that will be taken on site to prevent the deposit of mud and other debris on the public highway;
   e) Measures to prevent the discharge of surface water onto the highway;
   f) Temporary traffic management / signage;
   g) The site security measures during construction;
   h) Operational hours during construction.

   Reason: In order to protect the amenities of the locality.

   Reason for prior to commencement condition: The Construction Management Plan relates to the construction activities so must be in place before development starts.

6. **Prior to the commencement of the development** hereby permitted a comprehensive **Construction Traffic Management Plan (CTMP)** shall be submitted to and approved in writing by the County Planning Authority (in consultation with the Highway Authority for the A2). The plan shall include as a minimum, details of:

   a) Construction phasing;
   b) Construction routing plans;
   c) Permitted construction traffic arrival and departure times;
   d) Management of loose loads;
   e) Cleaning of construction vehicles on-site.

   Thereafter all construction activity in respect of the development shall be undertaken in full accordance with such approved details unless otherwise approved in writing by the County Planning Authority in consultation with the Highway Authority.

   Reason: To mitigate any adverse impact from the development on the A2 in accordance with DfT Circular 01/2022

   Reason for prior to commencement condition: The Construction Traffic Management Plan relates to traffic associated with the construction activities so must be in place before development starts.

7. **Prior to the commencement of the development**, a **Construction Environmental Management Plan (CEMP), incorporating the Landscape and Ecological Management Plan (LEMP)** referred to within the Ecological Impact Assessment, document Ref: 10044832-ARC-00-ZZ-RP-EC-0010-01-EcIA Revision: 01 dated June 2024 shall be submitted for the approval of the County Planning Authority and thereafter shall be implemented as approved for the duration of construction operations. The Construction Environment Management Plan shall include as a minimum the following details:

   a) Measures relating to the mitigation of dust and air quality measures during construction;
   b) Measures to minimise the impact of noise from construction operations;
   c) Measures with regard to landscape and ecological management during construction, including to provide for the protection of existing trees, shrubs, hedges, habitats and features to be retained during the works hereby permitted;
   d) Measures to minimise resource use and consumption during construction, including measures to promote the use of low carbon materials and products during construction;
   e) Construction methodology;
   f) Waste Management arrangements, in relation to waste arising from the construction of the development;
   g) Arrangements for liaison with relevant parties, during the construction process.

   The Plan shall be reviewed in the event that unforeseen contamination referred to in condition 9 is found on site.

   Reason: In order to protect the amenities of the locality during construction of the development and in order to address measures to promote sustainable construction and waste management matters.

   Reason for being a pre-commencement condition: The application documents state that noise, dust, air quality and construction methodology and waste management matters would be further detailed in a CEMP and that the LEMP would include mitigation measures with reference to the proposed construction programme and would be incorporated into the CEMP. These matters, together with the measures to promote sustainable construction and waste management must be in place before construction starts in order to be applied during the construction period and in order for the materials used to contribute towards the sustainability of the development.

8. **Prior to the commencement of the development**, the applicant shall gain the appropriate Technical Approvals for the proposed tunnel (“underpass”) structure to design and check stage, from Kent County Council Structures.

   Reason: In the interest of safety and sustainability.

   Reason for prior to commencement condition: To address the Highways Authority requirement for full details of the structure to Design and Check stage are approved by them prior to commencement. Permission is granted on the basis that these details would be agreed and approved with Kent County Council Structures before development could commence.

Pre-occupancy or other stage condition

9. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the County Planning Authority) shall be carried out until a remediation strategy detailing how this

contamination will be dealt with has been submitted to and approved in writing by the County Planning Authority. The remediation strategy shall be implemented as approved;

Reason: To ensure that the development does not contribute to, or is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site in line with paragraph 187 of the National Planning Policy Framework (December 2024).

10. Within 3 months of the date of commencement of the development, details of all hard and soft landscaping and fencing within the red line boundary shown on drawing B2350500-JAC-DRG-HA-0001 P06 Site Location Plan including details of the following:

    a) the provision of new trees, shrubs, hedges, grassed and habitat areas, together with the details of the native species and method of planting to be adopted and identification of whether the soft landscape planting is BNG planting or is other non-BNG planting;
    b) a timetable for the planting proposed;
    c) details of planting suitable to attract bees for pollination;
    d) details of all fencing, gates and other means of enclosure;
    e) details of materials and finishes to all paved areas;
    f) details of measures to prevent the creation of a desire line as a result of the development;
    g) a programme of maintenance for new planting for a period of not less than 5 years, unless otherwise managed and maintained as BNG planting for at least 30 years;

    shall be submitted for the prior written approval of the County Planning. Upon approval the details shall be implemented as approved.

    Reason: In the interests of visual amenity and in order to achieve high quality sustainable development.

11. The visibility splays shown on drawing BRT-TG-XX-ZZ-DR-HI-0142 revision C01 (Highways Alignment Visibility Splay), received 11 September 2024 shall be provided before the development is first used and thereafter maintained with no obstructions over 0.6 metres above carriageway level.

    Reason: In the interests of highway safety.

<u>Conditions relating to monitoring and management</u>

12. Written notice shall be given to the County Planning Authority of the date(s) when the:

    a) Development commences;
    b) All of the non – BNG planting referred to in condition 10 has been completed;
    c) All of the required BNG habitat planting and habitat creation that is specified in the approved BNG Plan and metric, and which is required in order to meet the BNG has been undertaken;
    d) Development is completed;
    e) Habitat monitoring and management plan (HMMP) has been implemented; and
    f) All of the habitat creation and enhancement works as set out in the HMMP have been completed.

    Reason: In order to maintain planning control and to monitor key stages of the development.

13. The created and/or enhanced habitat specified in the approved Habitat Management and Monitoring Plan (HMMP) shall be managed and maintained in accordance with the approved HMMP for a period of at least 30 years, from the date of completion of the development, unless otherwise agreed in writing.

    Reason: In order to secure the delivery onsite of the Habitat Management and Monitoring Plan for at least a 30 year period.

14. Monitoring reports shall be submitted to County Planning Authority in writing in accordance with the methodology and frequency specified in the approved HMMP.

    Reason: In order to maintain planning control and to monitor the development of the biodiversity net gain habitat(s).

Town and Country Planning (Development Management Procedure) (England) Order 2015 (as amended)

Proactive working

Where necessary the planning authority has engaged with the applicant(s) to address and resolve issues arising during the processing and determination of this planning application, in order to deliver sustainable development, to ensure that the details of the proposed development are acceptable and that any potential impacts can be satisfactorily mitigated.

Biodiversity Net Gain

Unless a statutory exemption, transitional arrangement or requirement relating to irreplaceable habitat applies, under paragraph 13 of Schedule 7A to the Town and Country Planning Act 1990 (as amended), every planning permission granted for the development of land in England is deemed to have been granted subject to the condition ("the biodiversity gain condition") that development may not begin unless:

(a) a Biodiversity Gain Plan has been submitted to the planning authority, and
(b) the planning authority has approved the plan.

Kent County Council as the County Planning Authority and the determining authority for the purposes of any Biodiversity Gain Plan, considers that, based on the information submitted within the application, this permission requires the submission and approval of a Biodiversity Gain Plan prior to the commencement of the development.

Summary of policies in the Development Plan relevant to the decision to grant planning permission:

This application has been determined in accordance with the Town and Country Planning Acts, and in the context of the Government's current planning policy guidance and the relevant Circulars, including the National Planning Policy Framework (NPPF, December 2024)) and associated planning practice guidance, together with the relevant Development Plan policies, including the following:

Dartford Local Plan 2024 Policies: **S1, S2, S3, E5, M1, M2, M3, M13, M14, M15, M16, M21,** Stone Neighbourhood Plan (2022)

The summary of reasons for granting permission is as follows:

The County Council is of the opinion that the proposed development gives rise to no material harm, is in accordance with the development plan and that there are no material considerations that indicate that the decision should be made otherwise. The County Council also considers that any harm as a result of the proposed development would reasonably be mitigated by the imposition of the attached conditions.

Informatives

In addition, please be advised of the following informatives:

In relation to the planning application boundary

1) The planning application boundary is delineated in red on drawing B2350500-JAC-DRG-HA-0001 P06 Site Location Plan.

2) Some of the submitted application drawings and documents have been resubmitted from a previous permission DA/19/1549 and details approved pursuant to DA/19/1549. The DA/19/1549 application included a larger application area. For the avoidance of doubt, the site area for this permission comprises an existing northern and southern tunnel both to be retained and a proposed new tunnel. Drawings resubmitted from the DA/19/1549 scheme are relevant only in relation to the detail provided for the new application area as defined in the DA/24/985 application and as delineated in red on drawing B2350500-JAC-DRG-HA-0001 P06 Site Location Plan.

3) Furthermore, a number of documents, plans and drawings have been submitted in relation to this application which relate to other development beyond the application site. No permission is given to matters that lie beyond the area delineated in red on drawing B2350500-JAC-DRG-HA-0001 P06 Site Location Plan.

In relation to Drainage, SUDS and landscape matters

4) Please note that the development is situated close to and connects with other new development within Eastern Quarry and is closely linked to drainage features that would be delivered by others and therefore subject to other permissions, including in relation to the SuDS features and the swale that will be delivered along the boundary in Eastern Quarry. The development will need to align with other such emerging development detail.

5) Kent County Council as Lead Local Flood Authority advise that no hydraulic modelling has been undertake for the 1 in 30+CC year return period in line with the Environment Agency updated climate change allowances. KCC as Lead Local Flood Authority would now seek the 'upper end' allowance to be designed for both the 30 (3.3%) and 100 (1%) year storm scenarios. As no flooding has been demonstrated under the 1 in 100+40% return period, this may be provided at a later design stage.

6) With regard to the provision of a 750mm DIA pipe, to the east of the site, shown in various application documents, this is beyond the red line boundary of the application and the DA/24/985 permission. EDC advise that the pipe(s) act as conduit(s) under the road to accommodate the swale that will be delivered along the boundary in Eastern Quarry. A conduit is intrinsic to the successful delivery of SUDS features in Eastern Quarry and compliance with the relevant masterplan for the area. The pipe length and depth buried under the proposed road detail should align with the emerging landscaping details being

developed by the Eastern Quarry landowner and should be sufficient to deal with the anticipated flow of water through the SUDS feature.

7) In respect of the submission of further landscape information required by condition 10, please note that in relation to the parts of the site which are within the EDC area, EDC advise that indicative hard and soft landscaping materials for Eastern Quarry have been secured in the relevant Area Masterplan to ensure consistency throughout the development. EDC would therefore expect hard and soft landscaping details to also align with those identified in the Area Masterplan, which has previously been through approval with Kent Highways Agreements Team.

In relation to Biodiversity Net Gain

8) Your attention is drawn to the legal requirement for a Biodiversity Gain Plan to be submitted and approved by the County Planning Authority prior to the commencement of the development. For guidance, please see the link: Submit a biodiversity gain plan - GOV.UK (www.gov.uk).

9) Please note that where the Biodiversity Gain Plan requires delivery of significant onsite biodiversity enhancements, registered off-site biodiversity gains or the use of statutory credits it may be necessary for the Plan to be secured by a section 106 legal agreement (or a conservation covenant) to secure the planning obligations. Where appropriate, measures to secure the planning obligations should be addressed as part of the information submitted with the Biodiversity Gain Plan.

10) Please note that on receipt of a valid Biodiversity Gain Plan the planning authority has 8 weeks (unless otherwise agreed) to approve or refuse the Biodiversity Gain Plan. This timeframe needs to be taken into account when planning for implementation of the development hereby permitted. This timeframe may vary, particularly where a legal agreement is required. Once the plan is approved, and any other relevant pre-commencement condition requirements have been satisfied, the development can commence, subject to satisfying any other relevant legislative requirements.

11) The submission of a Biodiversity Gain Plan attracts a planning fee for the written confirmation of compliance with the biodiversity gain condition. In addition, if a legal agreement is required, payment of the County Planning Authority costs in drawing up a legal agreement will be required along with costs for the monitoring of the BNG habitat over at least a 30 year period.

12) The relevant date for the commencement of the 30-year period for the Habitat Management and Monitoring Plan (HMMP) actions is the completion of the development, unless otherwise agreed in writing at the submission of the BNG Plan and HMMP and in accordance with condition 13.

In relation to European Protected Species

13) Please note that you will need to secure a European Protected Species Mitigation Licence (EPSML) from Natural England in order to carry out the proposed works. Nothing within this permission gives any approval to deviate from Natural England Licence requirements, and you are advised to make appropriate arrangements in relation to securing compliance with such requirements.

14) You are advised to ensure that there are adequate arrangements and appropriate approvals in place in relation to lighting review and design should adjustments be required

over time and that any adjustments proposed are developed in conjunction with an ecologist in respect to the impact to bats.

In relation to Environment Agency matters

15) The CL:AIRE Definition of Waste: (DoWCoP version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste or have ceased to be waste. Under the Code of Practice excavated materials that are recovered via a treatment operation can be re-used on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution; treated materials can be transferred between sites as part of a hub and cluster project formally agreed with the Environment Agency and some naturally occurring clean material can be transferred directly between sites. Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays. It should be noted that re-use of historic landfill materials (including capping materials) is not covered under DoWCoP.

16) The Environment Agency recommends that developers should refer to the Position statement on the Definition of Waste: Development Industry Code of Practice and the Environmental regulations page on GOV.UK.

17) Contaminated soil that is, or must be disposed of, is waste. Therefore, its handling, transport, treatment and disposal is subject to waste management legislation, which includes the Duty of Care Regulations 1991, Hazardous Waste (England and Wales) Regulations 2005, Environmental Permitting (England and Wales) Regulations 2010 and The Waste (England and Wales) Regulations 2011.

18) Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

19) If the total quantity of waste material to be produced at or taken off site is hazardous waste and is 500kg or greater in any 12 month period the developer will need to register with us as a hazardous waste producer.

In relation to Highway Matters

20) The proposed structure will require Technical Approval as an “underpass” from KCC Structures. With reference to CD352, the proposed structure would be regarded as an 'underpass'.

21) Please note that the description of the development within this permission, and conditions refer to the term “tunnel”. This is a generic term which would be understood by the layman, i.e. an underground passage through a chalk spine, above which there is a road. Condition 8 is not intended to duplicate the application process for Technical Approval and

requires you to seek the appropriate approval from the Highways Authority as a prior to commencement requirement.

22) With respect to traffic signal acceptance testing please note that KCC will need to be present at the traffic signal controller 'Factory Acceptance Testing' and 'Site Acceptance Tests' to ensure that the signals are suitable/safe to be put into operation and ready to be taken on by a maintenance contractor.

23) In respect of assets, it is requested that pavement materials should be selected to minimise whole life-cycle costs, preferably from the standard palette of materials. This matter can be further addressed within the CEMP submission referred to in condition 7 and the hard and soft landscaping condition 10.

24) Please note the Highways and Transportation advice that a County Planning Authority permission / decision does not convey any other approval to carry out works on or affecting the public highway. Any changes to or affecting the public highway in Kent require the formal agreement of the Highway Authority, Kent County Council (KCC), and it should not be assumed that this will be a given because County Planning Authority planning permission has been granted. For this reason, anyone considering works which may affect the public highway, including any highway-owned street furniture or landscape assets such as grass, shrubs and trees, is advised to engage with KCC Highways and Transportation at an early stage in the design process. Across the county there are pieces of land next to private homes and gardens and near the highway that do not look like roads or pavements but are actually part of the public highway. Some of this highway land is owned by Kent County Council whilst some is owned by third party owners. Irrespective of the ownership, this land may have 'highway rights' over the topsoil. Works on private land may also affect the public highway. These include works to cellars, to retaining walls which support the highway or land above the highway, and to balconies, signs or other structures which project over the highway. Such works also require the approval of the Highway Authority.

25) Kent County Council has now introduced a pre-application advice service in addition to a full formal technical approval process for new or altered highway assets, with the aim of improving future maintainability. Further details are available: https://www.kent.gov.uk/roads-and-travel/highway-permits-and-licences/highways-permissions-and-technical-guidance . This process applies to all development works affecting the public highway other than applications for vehicle crossings, which are covered by a separate approval process.

26) Once planning approval for any development has been granted, it is the responsibility of the applicant to ensure that before development commences, all necessary highway approvals and consents have been obtained, and that the limits of the highway boundary have been clearly established, since failure to do so may result in enforcement action being taken by the Highway Authority. The applicant must also ensure that the details shown on the approved plans agree in every aspect with those approved under the relevant legislation and common law. It is therefore important for the applicant to contact KCC Highways and Transportation to progress this aspect of the works prior to commencement on site.

In relation to fire service access matters

27) Kent Fire & Rescue Service advise Fire Service access and facility provisions are a requirement under B5 of the Building Regulations 2010 and must be complied with to the satisfaction of the Building Control Authority. A full plans submission should be made to the

relevant building control body who have a statutory obligation to consult with the Fire and Rescue Service.

In relation to utility matters

28) You are advised to consult as appropriate with all of the relevant utility companies concerning working in close proximity to utility infrastructure and assets, and in relation to any connections to private and public infrastructure in order to ensure that the relevant permissions, notifications and approvals are in place with the utility provider(s) at the appropriate time. In relation to UK Power Networks, the proposed development is in close proximity to substations, EHV, HV and LV Underground Cables and you are advised to provide details of the proposed works and liaise with UK Power Networks to ensure that appropriate permissions, protective measures and mitigation solutions are agreed.

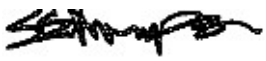
29) You are also reminded that, as set out in the application documents, Thames Water would require at least notification of works staring and finishing and have a number of conditions (including real time vibration monitoring with trigger levels), restrictions and requirements in order to protect their assets. You are advised to liaise directly with Thames Water throughout the project as required and in relation to the programme and timing of works.

In relation to designing out crime

30) You are advised to contact the Kent Police Crime Prevention Design Advisor, with regard to Crime Prevention Through Environmental Design (CPTED) and Secured By Design (SBD) matters, and site specific designing out crime matters, (including opportunities to design out the opportunity for Crime, Fear of Crime, Anti-Social Behaviour (ASB), Nuisance and Conflict). There may be opportunities in relation to CCTV and other crime prevention matters.

31) With regard to site security for the construction phase, please note the Crime Prevention Design Advise that there is a duty for the principle contractor “to take reasonable steps to prevent access by unauthorised persons to the construction site” under the Construction (Design and Management) Regulations 2007. The site security should incorporate plant, machinery, supplies, tools and other vehicles and be site specific to geography and site requirements.

Dated this Sixth day of March 2025



(Signed)……..
Head of Planning Applications Group

KENT COUNTY COUNCIL
PLANNING APPLICATIONS GROUP
FIRST FLOOR
INVICTA HOUSE
COUNTY HALL
MAIDSTONE
KENT ME14 1XX

Schedule 1

Schedule of Documents included in the application documents and permitted under Planning Permission: DA/24/985 (where relevant to the red line boundary on drawing B2350500-JAC-DRG-HA-0001 P06 Site Location Plan and to the off site BNG locations identified in the application documents).

Document Title / Description / Reference
<u>Received 15 July 2024</u> Agents Covering Letter Planning Design and Access Statement Arcadis July 2024 v2 Air Quality Dust Assessment Jacobs Report date 11/06/2019 Rev 3 Construction Dust Assessment Arcadis 2024 Arcadis March 2024 Issue 01 Rev 1 Bat Survey Report-Combined Bat survey Ref 6511-LLB-RP-EC-0001 Rev P03 date of issue 12/07/24 Lloyd Bore Bean Tunnel BNG Assessment Arcadis doc ref 10044832-ARC-00-ZZ-RP-EC-0010-01-BNG-report Rev 01 June 2024 Bean Tunnel Ecological Impact Assessment Arcadis Document Ref: 10044832-ARC-00-ZZ-RP-EC-0010-01-EcIA Revision: 01 June 2024 Bean Tunnel Ecological Method Statement for Vegetation Clearance Arcadis Document Ref: 10044832-ARC-00-ZZ-RP-EC-0010-01-MS Rev 01 July 2024 Biodiversity Metric Calculation completed by Arcadis 20 June 2024 Work Schedule for Bat Annexed Licence WML-A13a-E5a&b 26 March 2021 Annex - Special Conditions to Bat Individual Mitigation Licence ref 2021-51011-EPS-MIT-1 21/10/2022 Appendix 1 - BRT-TG-XX-ZZ-CA-LI-1301-S3-P04 Lighting Report DFL Bluewater Parkway Junction date 21 September 2021 Appendix 1 - BRT-TG-XX-ZZ-CA-LI-1302-S3-P02 Functional and Feature Lighting RELUX date 09.09.2021 BRT-TG-XX-ZZ-RA-LI-0001 S3-P01 - Lighting Units Feeder Pillars and Associated Ducting Design and Risk Assessment DFL BRT-TG-XX-ZZ-RP-HI-0011-P02 - Bean Tunnel Visualisations Date 24/06/2021 Ashmere Western boundary Public Realm and Landscape

Balfour Beatty UK Emergency Preparedness Plan Temporary Sheet Piling Rev 01 date 11 February 2022

HSES-TF-0011h - Silent Piler Outline Method Statement Sheet Pile Wall

Balfour Beatty UK Emergency Preparedness Plan Rev 0.2 date 26 July 2021

Bean Tunnel Works Programme - Condition 15 Programme abstract date 10 February 2022

Blue Water Full Input Data And Results (highways) date stamped 7 January 2020

BRT-TG-XX-ZZ-RP-LI-1301-P01 - Lighting Design AIP Date 12/11/2020

BRT-TG-XX-ZZ-RP-LI-1302-P02 - Lighting Design Report Date 21/09/2021

BRT-TG-XX-ZZ-RP-LI-1303 S3-P01 - Light Spill Report DFL 17/09/2021

BRT-TG-XX-ZZ-TN-LI-1302-P01- Light Spill Analysis Report 16/07/2021

BRT-TG-XX-ZZ-SP-LI-1300-P04 - Specifications Appendices - Road Lighting Columns and Brackets CCTV Masts and Cantilever Masts Date 24/09/2021

BRT-TG-XX-ZZ-SP-LI-1400-P02 - Specification Appendices- Electrical Work for Road Lighting and Traffic Signs Date 24/09/2021

Survey Summary Report for Lighting DFL April 2024 doc ref 1551-DFL-ELG-XX-RP-EO-13001 S3 P03 03/05/2024

Lux Survey Method Statement DFL July 2024 Document ref: 1551-DFL-ELG-XX-SU-EO-13001 S3 P05 12/07/2024

BRT-TG-XX-ZZ-SH-LS-3000-P03 - Written Landscape Specification 23/06/2021

BRT-TG-XX-ZZ-SP-DD-0500-P02 - Specification Appendices - Drainage and Service Ducts 11/03/2021

BRT-TG-XX-ZZ-TN-DD-0501-P01 - Drainage Design Summary Statement 07/04/2021

BRT-TG-XX-ZZ-SH-DD-0500-P02 - Specification Appendices - Drainage Schedule 25/02/2021

BRT-TG-XX-ZZ-TN-UT-0001-P01 - Technical Note of the Assessment of Pipe Strains due to Ground Settlement 11/01/2022

BRT-TW-XX-ZZ-LET-PM-0001 – Final Letter from Thames Water 25 March 2022

X2039 1405 20220325 Final Letter from Thames Water no further comments 25 March 2022

CRXC0062-BBMP-00-XX-TN-W-0001-P01 - Technical Note on Ground Settlement Adjacent to Proposed Cofferdam Excavation – Bluewater Parkway 12/01/2022

Existing Tunnel Sketch

Photograph – existing tunnel (east)

Drawings / Number / Title:

Received 15 July 2024

B2350500-JAC-DRG-HA-0004-P05 - Reference Design Site Clearance Sheet 1 of 2 (west of tunnel)

B2350500-JAC-DRG-HA-0005-P05 - Reference Design Site Clearance Sheet 2 of 2 (east of tunnel)

B2350500-JAC-DRG-HA-0003-P04 - Reference Design Sections and Longitudinal Profiles (tunnel cross section and alignment) (date stamped 5 November 2019)

B2350500-JAC-DRG-HA-0014-P03 - Reference Design Kerbing Pavement and Fencing Sheet 2 of 2 (west of tunnel)

B2350500-JAC-DRG-HA-0014-P04 - Reference Design Kerbing Pavement and Fencing Sheet 2 of 2 (west of tunnel)

B2350500-JAC-DRG-TUN-0015-P06 - Proposed Tunnel Construction Sequence

B2350500-JAC-DRG-HA-0017-P07 - Reference Design Existing Utilities

BRT-TG-XX-TU-RP-TU-7001-P06 - Bean Tunnel Ground Movement Analysis and Engineering Impact Assessment Report dated 16/06/2021

BRT-TG-XX-TU-DR-TU-7100-P04 - Tunnels General Arrangement Plan and Longitudinal Sections 1 of 1 (detailed design)

BRT-TG-XX-TU-DR-TU-7101-P04 - Tunnels General Arrangements Cross-Sections 1 of 1 (detailed design)

BRT-TG-XX-TU-DR-TU-7401-P02 - Tunnels Instrumentation and Monitoring Bean Road 1 of 1

BRT-TG-XX-ZZ-DR-HI-0141-P05 - Highways Alignment Swept Path 1 of 2

BRT-TG-XX-ZZ-DR-HI-0143 P03 - Highways Alignment Swept Path 2 of 2

B2350500-JAC-DRG-HA-0008-P04 - Reference Design Drainage Plan-CONB (including reed bed detail)

BRT-TG-XX-ZZ-DR-HI-0501-P03 - Highways Drainage Plan Layout 1 of 2 (west of tunnel)

BRT-TG-XX-ZZ-DR-HI-0502-P01 - Highways Drainage Plan Layout 2 of 2 (east of tunnel)

BRT-TG-XX-ZZ-DR-HI-0510-P01 - Highways Drainage Existing Network 1 of 1 (west of tunnel)

BRT-TG-XX-ZZ-DR-HI-0511-P02 - Highways Drainage Details (detailed design)

BRT-TG-XX-ZZ-DR-HI-0512-P02 - Highways Drainage Reed Bed Details

B18075-FT-501 P4 Fastrack S38 Drainage Layout Sheet 1 (east of tunnel)

B18075-215-P1 Fastrack Tunnel Approach Drainage Layout (east of tunnel)

B18075-217-P1 Fastrack Tunnel Approach North West Swale General Arrangement (east of tunnel)

B18075-FT-101-P6 Fastrack S38 General Arrangement Sheet 1 (east of tunnel)

BRT-TG-XX-ZZ-DR-HI-1101-P05 - Highways Kerbs and Footways Plan Layout 1 of 2 (west of tunnel)

BRT-TG-XX-ZZ-DR-HI-1102-P03 - Highways Kerbs and Footways Plan Layout 2 of 2 (east of tunnel)

BRT-TG-XX-ZZ-DR-HI-1111-P03 - Highways Kerbs and Footway Details 1 of 1 (detailed design)

B2350500-JAC-DRG-HA-0007-P05 - Reference Design Traffic Signs and Road Markings Sheet 2 of 2 (east of tunnel)

B2350500-JAC-DRG-HA-0009-P04-Lighting Design issued for info only - not suitable for construction 1 of 2

B2350500-JAC-DRG-HA-0010-P02-Lighting Design issued for info only - not suitable for construction 2 of 2 date stamped 5 November 2019,

BRT-TG-XX-ZZ-DR-LI-1301-P05 - Lighting and Duct Layout

BRT-TG-XX-ZZ-DR-LI-1302-P05 - Lighting and Duct Layout

BRT-TG-XX-ZZ-DR-LI-1303-P03 - Feature Lighting Installation Layout

BRT-TG-XX-ZZ-DR-LI-1401-P02 - Electrical Schematic Tunnel

BRT-TG-XX-ZZ-DR-LI-1403-P01- Electrical Schematic Feeder Pillar 2

B2350500-JAC-DRG-HA-0012 P06 Landscaping Plan

BRT-TG-XX-ZZ-DR-LS-3003-P01 - Proposed Landscape Site Location Plan

BRT-TG-XX-ZZ-DR-LS-3004-P01 - Proposed Landscape Bluewater West Plan

BRT-TG-XX-ZZ-DR-LS-3004-P01 - Proposed Landscape Plan - Bluewater West part 2

BRT-TG-XX-ZZ-DR-LS-3004-P01 - Proposed Landscape Plan - Bluewater West part 3

BRT-TG-XX-ZZ-SP-DR-3004-part-3-P01 - Proposed Landscape Plan Site

BRT-TG-XX-ZZ-DR-LS-3005-P01 - Proposed Landscape Plan Bean Road Tunnel (west of tunnel)

BRT-TG-XX-ZZ-DR-LS-3006-P0 - Proposed Landscape Site Plan (Plan Rev P01)

BRT-TG-XX-ZZ-DR-LS-3007-P01 - Proposed Landscape Bluewater West and Lake 4 Site Plan

B2350500-JAC-DRG-GEO-0016 P06 - Cliff Face Elevations

BRT-TG-XX-ZZ-SK-HI-0006-P01 – (Planning Condition 10) -Toucan Crossing Key Dimensions (west of tunnel)

BRT-TG-XX-ZZ-SK-HI-0007-P04 – (Planning Condition 11) - Bat Grilles Conceptional Arrangement

KCC HTW 1100 019 Rev 0 Vehicle Crossing date stamped 16 January 2020

KCC-HTW-400-002 Rev 0 Pedestrian Guardrail Vehicle Bar Infill date stamped 11 March 2020

KCC-HTW-700-001 Rev 0 Interface with Existing Pavement Construction Longitudinal and Transverse Detail date stamped 11 March 2020

KCC-HTW-700-002 Rev 0 Permanent Reinstatement Bituminous Carriageways date stamped 11 March 2020

KCC-HTW-1100-001 Rev 0 Precast Concrete Kerb Quadrant Channel and Edging date stamped 11 March 2020

KCC-HTW-1100-005 Rev 0 Pedestrian Ramps

As amended and/or amplified by:

Received 13 August 2024

Application Form dated 13th August 2024

B2350500-JAC-DRG-HA-0001 P06 Site Location Plan (Reference Design Site Plan – red line planning boundary)

BRT-TG-XX-ZZ-DR-LS-3002 P01 Proposed Offsite BNG Areas Wider Context Plan

B2350500-JAC-DRG-HA-0006 P06 Reference Design Traffic Signs and Markings Sheet 01 of 02

B2350500-JAC-DRG-HA-0013 P04 Reference Design Kerbing and Pavement Sheet 01 of 02 (west of tunnel)

Figure 1 - Bean Baseline BNG habitats Final rev 01

Figure 2 - Bean Post-construction habitats BNG Final rev 01

B2350500-JAC-DRG-HA-0008 P05 Design Drainage Plan

B2350500-JAC-DRG-HA-0011 P06 Traffic Signals General Arrangement

Received 9 September 2024

Bean Tunnel Planning Document & Drawing Schedule

BRT-TG-XX-ZZ-RP-HI-0101-P01 Bean Tunnel Departures Report Tony Gee date 04/02/2021

BRT-TG-XX-ZZ-RP-HS-0104-P02 Road Safety Audit Stage 2 - Designer Response Report 22/06/2021

BRT-TG-XX-ZZ-DR-HI-0301-C01 Highways Fencing Plan Layout (west of tunnel)

Received 11 September 2024

BRT-TG-XX-ZZ-DR-HI-0142 C01 Highways Alignment Visibility Splays

BRT-TG-XX-ZZ-DR-HI-1101 C01 Highways Kerbs and Footway Plan Layout (west of tunnel)

BRT-TG-XX-ZZ-DR-HI-1201 C01 Highways Traffic Signs and Road Markings Plan Layout (west of tunnel)

Received 2 October 2024

Appendix 3 - Outdoor Lighting Report DFL 6 March 2017 Dartford Calc St Clements Way

Received 14 November 2024

B10875 216 P2 Fastrack Tunnel Approach Culvert Details

Fastrack Tunnel Approach Culvert Results Rev A 100+40%

Fastrack Tunnel Approach Culvert Results Rev A

Technical Note - Drainage Statement reference TN05A 18/05/2021

Received 3 December 2024

BRT-TG-XX-ZZ-DR-TS-1251 0 Highways Traffic Signal Plan Layout Rev P02 Limetree Avenue

BRT-TG-XX-ZZ-DR-TS-1252 0 Highways Traffic Signal Ducts Plan Layout Rev P05

Received 11 December 2024

Arcadis Bean Tunnel Responses Ecology – Memo

1551-DFL-ELG-XX-RP-EO13001-S3-P01 DFL Lighting Technical Note DFL

B2350500-JAC-DRG-HA-0002_P08 General Arrangement Plan